

**CLAIMS LISTING:**

1. (Currently amended) A protection device (10) for protecting a brake disk (12) in a disk brake from dirt particles, the brake disk (12) having a pair of side surfaces and a radially outwardly facing edge surface disposed between the side surfaces, said protection device comprising:

at least one protection means (13) configured to cover at least partly ~~[[an]]~~ the edge surface of the brake disk for effectively preventing dirt particles and on-coming, travel generated wind from directly striking the brake disk (12) associated therewith when said protection means (13) is disposed in a first end position and configured to expose at least partly the edge surface of the brake disk for allowing relative wind to directly strike said brake disk (12) associated therewith when disposed in a second end position,

wherein said at least one protection means (13) is at least partly constructed from material that is shape-influenced by heat such that said at least one protection means (13) assumes said first end position when a temperature of said protection means (13) lies below a first temperature and assumes said second end position when said protection means (13) exceeds a second temperature.

2. (Previously Presented) The protection device as recited in claim 1, wherein the shape of said protection means (13) changes continuously from said first end position to said second end position.

3. (Previously Presented) The protection device as recited in claim 1, wherein the shape of said protection means (13) changes stepwise from said first end position to said second end position.

4. (Previously Presented) The protection device as recited in claim 1, wherein said protection device is fixedly disposed relative to a brake caliper of said disk brake.

5. (Previously Presented) The protection device as recited in claim 1, wherein the shape of said protection means (13) is reactive to heat radiation from said brake disk (12).

6. (Previously presented) The protection device as recited in claim 1, wherein said protection means (13) further comprises a plurality of radial tongues having radially inner ends connectable to a wheel suspension (11) of a vehicle.

7 - 9. (Cancelled)

10. (Previously presented) The protection device as recited in claim 1, wherein said protection means (13) is L-shaped in section.

11. (Previously presented) The protection device as recited in claim 10, wherein said material that is shape-influenced by heat is disposed in an angle between two legs (13a, 13b) of said L-shaped protection means (13).

12. (Previously Presented) The protection device as recited in claim 1, wherein said material that is shape-influenced by heat is disposed at a radially inner end of said protection means (13).

13. (Previously Presented) The protection device as recited in claim 1, wherein said protection means (13) is comprised, at least partially, of a bimetal.

14. (Previously Presented) The protection device as recited in claim 1, wherein said protection device is configured to be disposed sufficiently close to said brake disk (12) such that said protection device absorbs and dissipates heat from said brake disk (12).

15. (Currently amended) A protected vehicular disk brake arrangement shielded from contamination particles, said arrangement comprising:

a contamination shield (13) mounted to a suspension of a carrying vehicle and surrounding an associated brake disk (12), the brake disk (12) having a pair of side surfaces and a radially outwardly facing edge surface disposed between the side surfaces, said shield being at least partly constructed from temperature reactive material characterized by being shape-influenced by heat produced by the associated brake disk (12) when performing a braking function and thereby varying an amount of cooling air supplied to the associated brake disk (12) in dependence upon brake temperature; and

said contamination shield (13) having a closed configuration that at least partially covers [[an]] the edge surface of the brake disk thereby precluding contamination particulate and on-coming, travel generated cooling air from directly striking the associated brake disk (12) and an open configuration that exposes at least partly the edge surface of the brake disk thereby allowing on-coming, travel generated cooling air to directly strike the associated brake disk (12), the closed configuration being assumed when a temperature of the contamination shield (13) lies below a first predetermined temperature and the open configuration being assumed when the temperature of the contamination shield (13) exceeds a second predetermined temperature.

16. (Original) The arrangement as recited in claim 15, wherein the contamination shield (13) is adapted to change shape continuously between the open and closed configurations.

17. (Original) The arrangement as recited in claim 15, wherein the contamination shield (13) is adapted to change shape stepwisely between the open and closed configurations.

18. (Original) The arrangement as recited in claim 15, wherein the contamination shield (13) is fixedly located proximate a brake caliper.

19. (Original) The arrangement as recited in claim 15, wherein the contamination shield (13) further comprises a plurality of radially extending tongues.

20. (Original) The arrangement as recited in claim 15, wherein the contamination shield (13) further comprises a plurality of peripherally movable tongues.

21. (Previously presented) The arrangement as recited in claim 15, wherein the contamination shield (13) is L-shaped in section.

22. (Original) The arrangement as recited in claim 21, wherein the temperature reactive material is located in an angle between two legs (13a, 13b) of the L-shaped contamination shield (13).

23. (Original) The arrangement as recited in claim 15, wherein the contamination shield (13) is comprised, at least partially, by a bimetal.

24. (Original) The arrangement as recited in claim 15, wherein the contamination shield (13) is located sufficiently close to the associated brake disk (12) to absorb and dissipate heat therefrom.

25. (Currently amended) A protection device for protecting a brake disk in a disk brake from dirt particles, the brake disk having a pair of side surfaces and a radially outwardly facing edge surface disposed between the side surfaces, said protection device comprising:

at least one protection cover mountable on a vehicle's wheel suspension, said at least one protection cover being at least partly constructed from material that is shape-influenced by heat such that said at least one protection cover assumes a first position that at least partly covers [[an]] the edge surface of the brake disk thereby effectively preventing dirt particles and on-coming, travel generated wind from directly striking the forward radial face of the brake disk when a temperature of said protection cover lies below a first temperature, and assumes a second end position that exposes the edge surface of the brake disk thereby allowing on-coming, travel generated wind to directly strike said forward radial face of the brake disk associated therewith when said protection cover exceeds a second temperature.

26. (New) The protection device as recited in claim 1, wherein said protection device further comprises a plurality of protection means (13) collectively configured to at least partially cover the edge surface of the brake disk for effectively preventing dirt particles and on-coming, travel generated wind from directly striking the brake disk (12) associated therewith when said protection means (13) is disposed in the first end position and configured to expose a substantial entirety of the edge surface of the brake disk for allowing relative wind to directly strike said brake disk (12) associated therewith when disposed in the second end position.

27. (New) The arrangement as recited in claim 15, wherein said contamination shield (13) at least partially covers the edge surface of the brake disk in the closed configuration thereby precluding contamination particulate and on-coming, travel generated cooling air from directly striking the associated brake disk (12) and exposes a substantial entirety of the edge surface of the brake disk in the open configuration thereby allowing on-coming, travel generated cooling air to directly strike the associated brake disk (12).